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# Highway maintenance funding

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## Our highway network

Our authority is responsible for maintaining a highway network covering approximately:

### Lengths of highway, footways and cycleways (km)

A road	B and C roads	U roads	Total roads	Footways	Other public rights of way	Cycleways
55 km	36 km	451 km	542 km	891 km	19.5 km	36 km

We also manage a range of infrastructure including bridges, culverts and other highway structures, along with signage, drainage systems, and lighting columns. These assets are critical to keeping people and goods moving safely and efficiently. Extra details on these highways assets can be seen below.

### Highway assets

- 8585 Road Traffic Signs
- 186 major junctions with all the associated road markings
- 25 km drainage channels
- 39 mini roundabouts with all the associated road markings
- 128 traffic signals and puffin / crossings
- 79 zebra crossings
- 15,640 streetlights
- 2933 sqm Anti-skid surfacing
- 5.32 km safety barrier
- 1.1 km pedestrian guard rail
- 31,361 gulleys with 5.2 km of associated highway sewer
- 483 bus stops with 258 bus shelters
- 750 m of bus lanes
- additional grit bins, safety bollards, benches, signs etc
- 19.5 km of Public Rrghts of way network
- 26 bridges, 6 footbridges, 11 structures and the collonades
- 18.2 km of tramway (Blackpool and Fleetwood Tramway)
- Coastal Defence infrastructure, including sea defence walls, promenades, colonnades, slipways, grassed areas, guard chains, signage and lifesaving equipment

We aim to keep all parts of our network safe and in good condition, using data and local knowledge to prioritise where maintenance is needed most. We're also working to improve access for pedestrians and cyclists, in line with our sustainability goals.

## Highways maintenance spending figures

Year	Capital allocated by DfT (£,000s)	Capital spend (£,000s)	Revenue spend (£,000s)	Estimate of % spent on preventative maintenance	Estimate of % spent on reactive maintenance
2025/26 (projected)	6000*	6000	600	97%	3%
2024/25	1892	1892	510	91%	9%
2023/24	1892	1892	502	91%	9%
2022/23	1668	1668	461	93%	7%
2021/22	1501	1501	820	94%	6%
2020/21	1248	1248	445	86%	14%

\*2025/26 funding includes £2,366,000 from the Highways Maintenance Allocation (HMA) and £3,634,000.00 from the Local Transport Grant (LTG).

### Additional information on spending

Our highway maintenance spending is split between **capital maintenance works**, such as road resurfacing and structural repairs, which are primarily planned and preventative in nature, and **revenue-funded activities**, which cover both reactive maintenance (such as pothole repairs) and routine preventative maintenance which also covers road resurfacing but also tasks like drainage cleaning and safety inspections.

We estimate that over the past year we resurfaced approximately nearly 6 km of road.

Reactive maintenance has included repairs to 3009 potholes in 2024/25. Over the last five years, the number of potholes filled are as follows:

Estimate of number of potholes filled

2020/21	2021/22	2022/23	2023/24	2024/25
3103	1837	1856	2941	3009

We determine the split between preventative and reactive works based on regular condition surveys and historical data. Our goal is to **increase preventative maintenance where possible** as this helps reduce future costs and disruption.

## Condition of local roads

### A Roads

Percentage of A roads in each condition category

Year	Red	Amber	Green
2020/21	5.30%	52.50%	42.10%

2021/22	6.00%	56.70%	37.10%
2022/23	6.50%	58.90%	34.40%
2023/24	3.60%	63.80%	32.10%
2024/25	3.90%	65.80%	30.20%

We survey A roads **annually** using detailed visual inspection video advanced imagery technology.

## B and C roads

Percentage of B and C roads in each condition category

Year	Red	Amber	Green
2020/21	9.80%	50.10%	40.10%
2021/22	9.30%	50.60%	40.10%
2022/23	9.30%	51.70%	38.80%
2023/24	5.40%	59.60%	34.90%
2024/25	6.00%	63.20%	30.70%

B and C roads are surveyed **annually** using detailed visual inspection video advanced imagery technology.

## U Roads

Year	Percentage of U roads in the red category
2020/21	8.40%
2021/22	9.20%
2022/23	9.90%
2023/24	6.70%
2024/25	6.70%

U roads are surveyed **annually** using detailed visual inspection video advanced imagery technology.

Road condition assessments use detailed visual inspection video advanced imagery technology data, which evaluates road surfaces based on ride quality, cracking, rutting, and other surface features. These are categorised as:

- **Green:** No immediate work required
- **Amber:** May need maintenance soon
- **Red:** Considered for urgent maintenance

From 2026/27, all councils will use a new standard (PAS2161), with five condition bands instead of three.

## Plans

### Overall strategy

We follow an **asset management approach** to maintain and improve our highways, ensuring the best use of public money. This involves:

- Regular condition monitoring
- Prioritising treatments that extend the life of roads
- Planning works to reduce long-term costs and disruption
- Linking maintenance to climate resilience and sustainability

We are guided by the principles of the UK Roads Liaison Group's "Well-Managed Highway Infrastructure" code of practice.

## Innovation and efficiency

To improve value for money, we are adopting:

- Thermal recycling techniques to reuse road materials
- Digital asset management tools to better plan interventions
- Carbon reduction measures such as reduced carbon surfacing process using less resources, lower mixing temperatures, lower energy resources and a lower bitumen content than conventional asphalt surfacing materials
- Shared procurement frameworks with neighbouring councils to reduce costs

We also use permanent repair techniques for potholes wherever possible to avoid repeat visits.

## Specific plans for 2025/26

In 2025/26, we expect to:

- Resurface: approximately 17 km of roads
- Repair structures: 1
- Estimated potholes filled: 3000
- Spend split: 91% preventative, 9% reactive

## Streetworks

We recognise that streetworks can be disruptive for residents, businesses, and road users. To minimise this disruption, we coordinate closely with utility companies and contractors to ensure that roadworks are planned carefully and carried out at the best possible times to reduce impact. We use a **permit scheme** that helps us manage when and where works take place, avoid unnecessary duplication, and ensure that roadworks are completed as quickly and safely as possible.

We also use digital mapping and planning tools to improve coordination across different organisations. This helps us to schedule works so that multiple repairs or improvements can be made at the same time, reducing the need for repeated disruptions. We actively monitor works to ensure they are completed to a high standard and within agreed timescales, and we take action if works are delayed or poorly managed.

## Climate change, resilience and adaptation

We are taking the following actions:

- Decarbonising maintenance by using low-carbon materials on some schemes
- Improving resilience through better drainage, green infrastructure, and assessing flood risk in road design
- Striving to embed climate risk into all asset management decisions where possible

## Additional information

For further details about our highways maintenance programme, please contact us at: [highwaysandtraffic@blackpool.gov.uk](mailto:highwaysandtraffic@blackpool.gov.uk)

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